

HATHAWAY MARINE SURVEYORS

A Division of Hathaway Services, Inc.

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CASUALTY INVESTIGATION REPORT

HMS Ref: 07-31XX

XX XXXXXX 2007

XXXXXX XXXXX Insurance, Inc.

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Policy #:N/A	Claim #	XXXXXXXXXX	Date of Loss:	
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Vessel:	1985 22' Angler Center Console	
HIN:	ANGF22XXXX85	
State Reg. #:	ME XXXXX X	

Owner:	XXXXXXXX XXXXXXXX	
Address:	XXXXXXXXXXXXXXXXXXXXXX	
Telephone:	XXXXXXXXXXXXXX	



Background:

Mr. XXXXXXX (the vessel's owner) stated that he had been out on the vessel from 4:00 – 8:00 PM on Saturday, XXXX XX XXXX. All systems operated normally. He tied the vessel to his slip (port side to the dock with stern toward the beach) at XXXXX XXXXX XXXXXX (Portland, ME) with bow and stern lines plus a spring line. He said that he checked the vessel, including the bilge, prior to leaving and found nothing out of the ordinary. At 8:30 AM on Sunday (12 August 2007) he was informed by marina personnel that the vessel had sunk at its slip. Mr. XXXXXXX contacted "XXXX XXXX Underwater Services" and they recovered the vessel (invoice enclosed). The boat was taken to XXXXX Marine on Monday (8/13/07) for an estimate to repair the vessel.

Findings:

1. There are no through-hull fittings in the hull below the waterline and there was no damage to the underwater body.
2. The 12VDC battery was fully discharged. XXXXX XXXXXX stated that they used a test battery and found that the bilge pump and the float switch were inoperable. Further investigation indicated that the float switch was in good order but the bilge pump had failed internally.
3. The vessel was re-powered in 2005 (see enclosed invoice). The engine hour meter indicated 143.3 hours of use since re-powering.
4. Areas of the deck are delaminated (not a result of the sinking)
5. The SEA STAR hydraulic steering system is not damaged.

6. There was approximately 40 gallons of gasoline in the fuel tank.

Damage:

1. Areas of the engine are corroded (see photo) – salt water immersion.
2. Salt water in the engine oil – salt water immersion.
3. Battery is dead/not recoverable – salt water immersion.
4. Gauges and electrical wiring are inoperative/damaged – salt water immersion.
5. Electrical cables/engine controls are corroded/damaged – salt water immersion
6. Fuel contaminated with salt water.
7. Bilge pump is inoperative

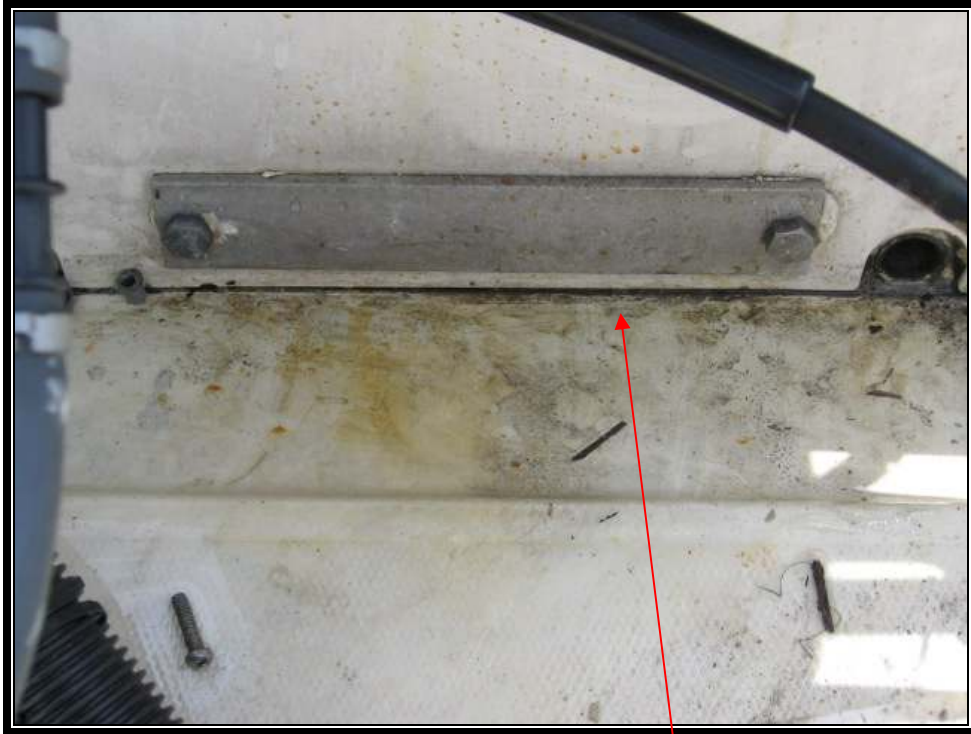
Costs to date:

XXXXXXXX Marine, Inc.	\$350
XXXXX XXXX Underwater Services (Recover vessel)	<u>1000</u>
	\$1350

Cause of Sinking:

Primary cause – The original sealing calk at the aft end of the cockpit had deteriorated allowing water, entering at the transom scupper drains, to leak into the bilge. This area, according to the owner, commonly has had water in it when the vessel was afloat, due the top of the scupper drains being at or below the waterline. This appears to have been leaking for some time, but was not apparent due to the operation of the bilge pump. The bilge pump apparently failed, due to age and constant operation, and the vessel flooded and sank. The undersigned surveyor poured water into the aft area of the cockpit and observed water leaking into the bilge. (See photos below).

Secondary Cause – Prior to re-powering in 2005, the vessel was powered by a 140hp 2-stroke Johnson engine that weighed approximately 350#. The new engine (150hp 4-stroke Honda) weighs approximately 485#. This additional 135# of engine weight depressed the transom so that the drains were at or below the waterline.



**Water has been weeping into the bilge through the separation
Water was poured in this area by this surveyor (See photo below)**



**Failed bilge pump with float switch;
Note the stains on the transom indicating leakage over time.**

SALVAGE VALUE:

The estimated salvage value of the boat is **\$4000.00** (not including the trailer).

Enclosures:

Invoice from 3/22/07 (Re-powering of vessel by XXXXXXXX \$17,198.07)	
XXXXX estimate of 8/15/07	\$17,209.74
Does not include sales tax	716.49
Does not include fuel oil disposal	500.00 (minimum)
Replace contaminated fuel (40 gallons +/-)	120.00
Invoice from Diver Down	1,000.00

Note: The outboard listed in the estimate is a 2006 “left over” and not a 2005 that was on the vessel. The 2006 is worth approximately \$1100 more than the 2005 outboard.

HATHAWAY MARINE SERVICES, INC.

SURVEYOR SIGNING WITHOUT PREJUDICE
FOR THE CORPORATION



Note location of waterline/scupper drain – This allows water to enter the vessel when it is afloat

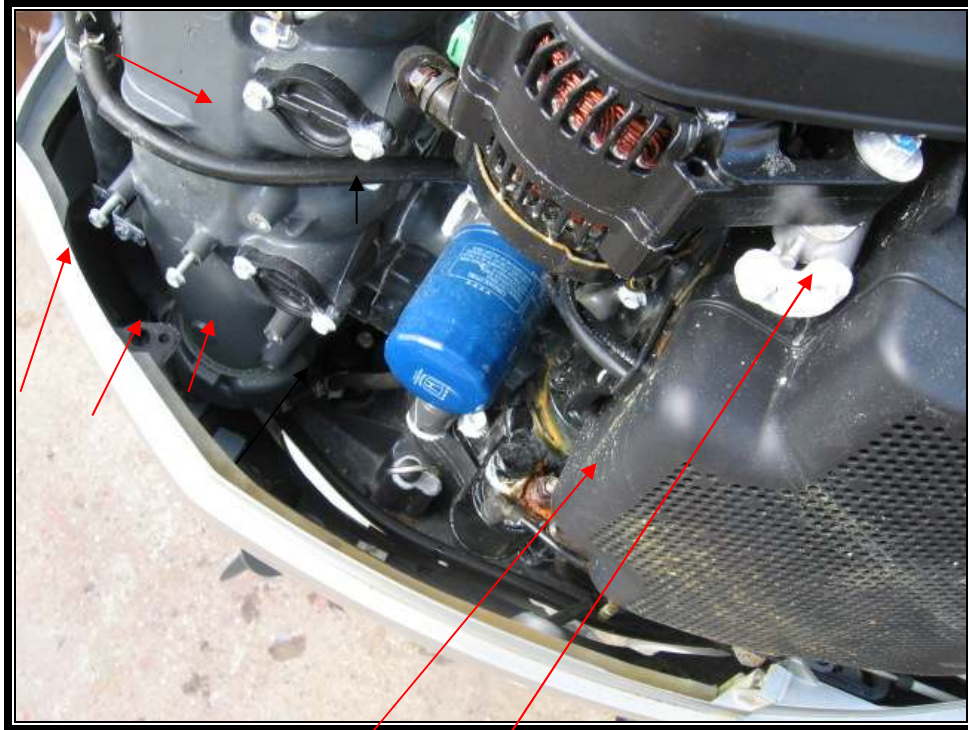


Vessel mooring location (photo at low water)

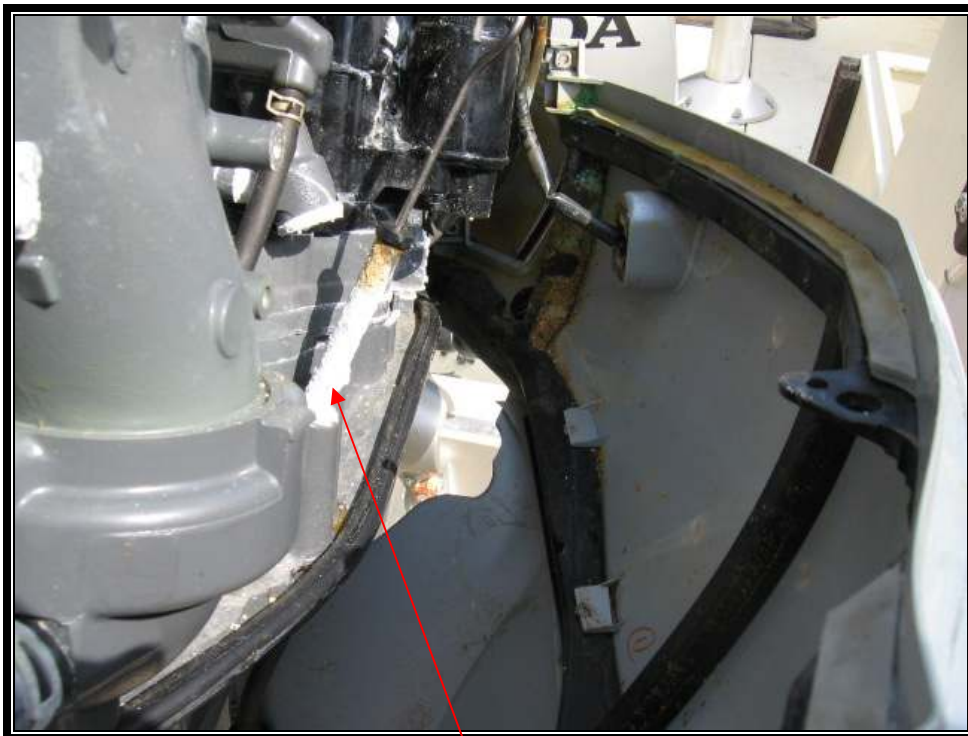


Location of vessel at time of sinking





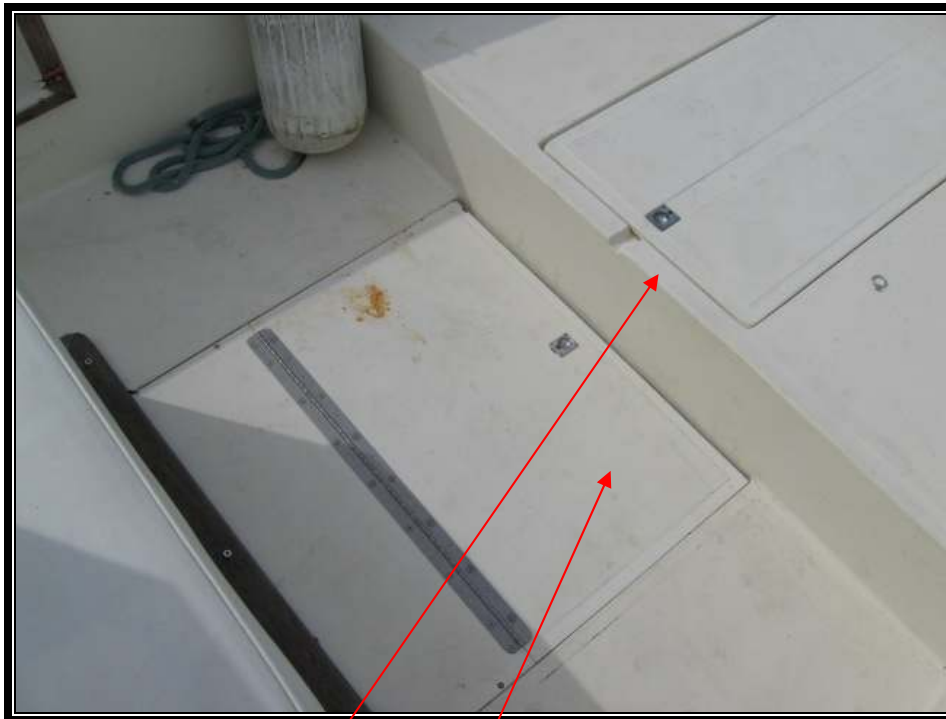
Some of the rusted/corroded areas on the outboard



Corrosion



Rust and corrosion



**Anchor locker drains overboard on the starboard side 5"+ above the water line:
Anchor locker and storage area also both drain aft to bilge pump along the centerline**



SEA STAR steering system does not appear to be damaged



**Scupper drains are port and starboard in well;
The top of the well is 1/2" above top of scupper;**



Anchor locker drain, starboard side



Bilge pump discharge fitting (16" +/- above waterline)



Freeboard aft = 12" +/- Note waterline near top of scupper